

# Slingsby T67M260, G-BWXG

**AAIB Bulletin No: 3/2001**

**Ref: EW/G2001/01/18 - Category: 1.3**

**Aircraft Type and Registration:** Slingsby T67M260, G-BWXG

**No & Type of Engines:** 1 Lycoming AEIO-540-D4A5 piston engine

**Year of Manufacture:** 1996

**Date & Time (UTC):** 26 January 2001 at 1635 hrs

**Location:** RAF Church Fenton, North Yorkshire

**Type of Flight:** Training

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Damage to propeller, nose landing gear and right wing

**Commander's Licence:** Student Pilot

**Commander's Age:** 24 years

**Commander's Flying Experience:** 10 hours (all on type)  
Last 90 days - 10 hours  
Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The supervising instructor reported that following an uneventful dual training sortie of 55 minutes duration, during which the student displayed safe and consistent circuits, the student was briefed to conduct his first solo circuit to a full stop landing.

Runway 24 was in use, with a surface wind from 220° at 10 kt. The solo circuit proceeded normally until shortly before touchdown. The student reported that he became aware of 'too much ground rush' (excessive descent rate) and overcompensated for this by raising the nose. The nose was then lowered again and the aircraft touched down quite firmly, bouncing two or three times, during which time it began to veer off to the left side of the runway. The aircraft left the paved surface of the runway surface onto the grass. The student became aware of the presence of the '4,000 feet to go' marker board and a yellow bird control vehicle ahead of him. Consequently, to avoid collision, he steered the aircraft further to the left to avoid the obstructions.

The student transmitted a brief distress call. After crossing the grass area, the aircraft was brought to an abrupt halt as it impacted a large grass mound. The student was uninjured and vacated the aircraft with assistance from the attending crash crew.

The RAF Unit Enquiry diagram indicated that the aircraft had travelled a total distance of 353 metres off the paved surface to the impact point. The student assessed that he had mishandled the aircraft as it bounced and veered off the runway.